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1. During 1947 and 1948, production of Skoda trucks for the Yugoslav Army at the automobile plant in Maribor averaged 40 percent. In the first part of 1949, assembly operations at this plant were improved, and the output averaged two trucks per day, but in mid-April 1949 material stocks were depleted and production came to a standstill.
2. In accordance with provisions of the 1946 Yugoslav-Czechoslovak commercial agreement, Czechoslovakia delivered to the Maribor plant component parts for the assembly of about 300 Praha RN 13 three-ton trucks. These parts were imported primarily as an economy measure prompted by Czechoslovak insistence on delivery of 900 tons of Yugoslav iron ore for each three-ton Praha truck, and 1,300 tons for each seven-ton Skoda truck; it was also planned to carry out a program for expansion of the Yugoslav automotive industry. Even before the Tito-Cominform rift, however, Czechoslovakia strongly opposed efforts to expand the Yugoslav automotive industry, and, as a result, shortly after the Cominform dispute Czechoslovakia cancelled all shipments of truck parts to Yugoslavia, refused to send engineering instructors, and delayed the return of Yugoslav apprentices then under training in Czechoslovak industry.
3. A Yugoslav program to increase the annual output of the automotive industry to 6,000 trucks by 1951 was set up in 1946 under the supervision of Engineer Slobodan Dobrosavljevic, a professor at the University of Belgrade and Chief of the Technical Bureau of the General Direction of the Central Engine Industry in Belgrade. During 1947, a special commission directed by Engineers Fedor Mesaric and Milan Cvetic assigned to "Industrija Motorjev", and engine factory in Rakovica, near Belgrade, designed a prototype truck which is almost identical with the Czechoslovak Praha RN 13. This prototype was perfected in 1948, but neither the Rakovica plant nor any other factory has succeeded in putting out the truck in mass production.
4. When Czechoslovakia stopped deliveries of automotive parts, the Maribor plant began to manufacture parts for the truck designed at Rakovica. The Gustanj steel mill, Rade Koncar electrical equipment firm in Zagreb, and an enamelled kitchenware factory in Celje, which is equipped with a large 9,000-ton capacity sheet metal press and some of the best

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machine tools in Yugoslavia, are also working on parts for this truck. The Maribor plant obtains various types of machine tools from the Celje factory as well as sheet metal for truck bodies. So far, truck tires manufactured by the Sava rubber plant in Kranj have not proved satisfactory.

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